

**TECHNICAL ADVISORY COMMITTEE (TAC)
FOR THE
CONGESTION MANAGEMENT PROGRAM (CMP)**

November 16, 2006

MINUTES

The one hundred sixty-third (163rd) meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Bacciocco Auditorium. Co-chair Cullen called the meeting to order at 1:25 p.m. on Thursday, November 16, 2006.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Richard Napier – C/CAG, Tom Madalena – C/CAG; John Hoang - C/CAG; Brian Lee – San Mateo County Public Works; Dave Clarke – San Mateo County Public Works; Zachary Chop – Caltrans; Jim Bigelow – CMEQ; Christine Maley-Grubl – Peninsula Traffic Congestion Relief Alliance; Pat Dixon – SMCTA CAC

1. Public comment on items not on the agenda.

No Comments.

2. Issues from the last C/CAG and CMAQ meetings.

As shown on Agenda.

3. Approval of the Minutes from September 20, 2006.

Approved.

4. Recommendation on approval of the Congestion Relief Plan Reauthorization

Richard Napier, Executive Director of C/CAG, presented on the draft program for the reauthorization of the Congestion Relief Program and provided an executive summary of the program's accomplishments and benefits to the C/CAG member agencies in San Mateo County. The current program will expire on June 30, 2007; therefore, two program options were presented for the reauthorization. Both options includes the addition of the El Camino Real Incentive Program planning grants with the second option also including the additional line item of Coastside shuttle services and dedicated cost. The program cost for the proposed options are \$1,850,000 and \$1,600,000, respectively.

Mr. Napier indicated that the C/CAG Board would be taking both options the cities for review and recommendations and will be selecting the preferred Option at the next Board meeting. It was requested that the CMP TAC provide comments and recommend a preferred Option with a term of either four or six years.

The following responses were made to address questions and comments by the Committee members:

- The Coastside Service was added to recognize the need to provide services to the coastside area (currently there are few programs benefiting the area) and address geographical issues. For Option 1, the cost will be covered in the “Shuttle” category whereas cost is specifically dedicated in Option 2. This program will be developed in more detail.
- The program terms are independent of the Options. Staff recommendation is for Option 1 for six years.
- The SMCTA will continue to work with C/CAG and contribute matching funds to the Congestion Relief Program.
- The El Camino Real Incentive includes cost for incentives as well as planning and implementation projects.

Any costs related to TOD Employment identified in the future will be funded by other sources within the C/CAG budget. The program reauthorization will be effective July 1, 2007.

Member Patterson recommended that the TAC approve Option 1 for a 4-Year term and identifying dedicated dollar amounts (\$50,000) for the Coastside Service. Co-Chair Cullen called for a vote and TAC members approved the recommendations.

5. Update on the Transportation Infrastructure Bond

This item is for information only. Sandy Wong presented an update of candidate projects to be submitted for the Transportation Infrastructure Bond (Proposition 1B), specifically for the \$4.5B for the CMIA (Corridor Mobility Improvement Account) portion of which approximately \$1.9B is targeted for Bay Area projects. There are no county minimum or guarantees for this money. Two major criteria that MTC will be considering is project delivery (project needs to be in construction by 2012) and congestion relief.

Comments and responses from TAC members are as follows:

- Split between northern and southern California will probably be a 40/60 split. We need to make sure we get enough candidate projects to qualify (scores high) to assure equity and return to source.
- Target levels for San Mateo County should be approximately \$100 to \$120 million
- Bay Area’s target (per the CTC’s guideline) is approximately \$900M
- Staff from C/CAG and the TA is working together to identify the best projects that can compete. There are no biases as to whether a project is located in the northern or southern part of the County.
- The description of “additional lanes” was clarified to be defined as auxiliary lanes for the portion of US 101 within San Mateo County.
- Is the Route 84/Bayfront Expressway project a reasonable project to propose due to its cost and size? We are putting the best project forward and want to include this project.
- The I-280 auxiliary lane was not considered since it doesn’t have an approved project report therefore the project will not be able to compete well. With regards to the Hwy 92 project, although this project has an approved PSR, the Hwy 92 is not recognized and a key congestion corridor by the CTC.

A member from the audience expressed strong support for the auxiliary lane project.

6. Phase 1 US 101 Ramp Metering schedule and Public Outreach

Sandy Wong presented on the plan and schedule to turn on the ramp meters on US 101 between Route 92 to University Avenue (Phase I) and associated public outreach activities including media release and press conferences. All cities and the County will receive official notification. Since the report was written for this meeting, the schedules have been pushed back approximately one month so that the “turn-on” will begin on January 30, 2007. The signals will be set at “green” one week before the turn-on. Traffic data will be collected before and after the “turn-on” at selected intersections and roadway segments for monitoring impacts to the local streets.

Comments, questions, and responses from TAC members are as follows:

- One month and approximately six months monitoring was determined to provide the most comprehensive monitoring
- Question regarding enforcements came up and it was mentioned that ramp metering enforcement would be performed by the CHP primarily at locations with HOV ramps.
- The possibility of adding ramp meters on I-280 and Hwy 92 is not in the current plan but will be considered in the future. Currently, not all equipment is in place on these facilities yet but infrastructure improvements will be installed as part of future freeway improvement projects.

7. Measure A Update

Joe Hurley reported that the Draft Strategic Plan would be presented to the TA Board early next year (2007). Currently, the TA is continuing to review performance measures on the 35 highway projects under study, evaluating the projects ability to relieve congestion by reduction in vehicle hours of delay and travel time. Caltrain’s Project 2025 will be presented to the Board in December 2006 and the TA is making sure that Strategic Plan projects are compatible with Caltrains’ projects.

A question was asked as to whether the TAC will have time to review before the Strategic Plan is presented to the TA Board. The answer was yes.

8. Member Reports.

Joe Hurley reported on a project with Caltrans called “Smart Parking” which includes CMS on the US 101 Corridor that will broadcast travel times on roads and Caltrains. The intent is for people to move out of automobiles and utilize the trains more. The CTC allocated funds and project has been advertised with anticipated award in January 2007 and begin construction in March 2007. A more extensive presentation can be provided at the request of the TAC.

Neil Cullen announced that he would be retiring from the County of San Mateo effective January 1, 2007. The new County Public Works Director will be the new Co-chair.

The meeting adjourned.